

**RESERVE COPY**  
**PATENT SPECIFICATION**



*Application Date: Jan. 8, 1929. No. 679/29.*

**323,921**

*Complete Accepted: Jan. 16, 1930.*

**COMPLETE SPECIFICATION.**

**Improvements relating to Trucks or Carriages.**

I, CHARLES FRANKLAND MOORE, a British subject, of 11/12, Sekforde Street, Clerkenwell, London, E.C. 1, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention provides an improved truck or carriage having a platform or table adjustable as to height and intended more particularly for conveying chases or formes of type to and from storage racks, imposing surfaces, printing machines and so on.

A truck or carriage in accordance with the invention comprises, in combination, a lower wheeled frame or base, an upper frame mounted for vertical sliding movement on said lower frame or base, a platform or table supported by the upper frame, and means whereby the upper frame can be elevated under the action of fluid pressure.

Preferably the fluid pressure means, which may be wholly contained within the carriage, includes a pump arranged to be actuated from a handle or foot lever to deliver pressure fluid from a reservoir surrounding the pump barrel or barrels to one or more working cylinders in order to elevate the platform or table, the excess fluid returning to said reservoir when the pressure is relieved for the purpose of lowering the platform or table again.

The upper frame is or may be supported and guided on the lower frame or base by what may be termed telescopic legs, conveniently of tubular formation. Thus, the upper frame may have two or more tubular members depending into sliding engagement with fixed tubular uprights on the lower frame or base.

With such an arrangement the co-acting tubular members may constitute the working rams, and the cylinders to which the pressure fluid is delivered by the aforesaid pump, but I prefer to suspend the pump from the upper frame supporting the elevating table and provide it with a depending guide working in a centrally disposed cylinder fixed on the base of the carriage.

In some instances the table is so mounted that it can be tilted as well as raised and lowered vertically.

The foregoing and other features of my invention will, however, be more clearly understood from the following description and the accompanying drawings which show two constructional forms by way of example.

Figs. 1 and 2 are elevations, at right angles to one another and partly in section, of the first of these forms.

Figs. 3 and 4 are similar views of the second form.

Throughout the several figures the same references denote the same or similar parts.

According to figs. 1 and 2, the carriage includes a base comprising a pair of brackets 1 connected by two tubular cross-ties 3 and having four tubular uprights 5 with castors 6 at the lower ends. A platform or table 7 is mounted for vertical adjustment on said base, being supported by an upper frame comprising a pair of brackets 1<sup>a</sup> connected by a pair of cross-ties 3<sup>a</sup> and having four depending tubular members 5<sup>a</sup> fitting slidably in the aforesaid uprights 5. The members 5: 5<sup>a</sup> thus constitute telescopic legs enabling the upper frame and table 7 to be elevated and lowered as required. For this purpose a double-acting plunger pump is suspended from the cross-ties 1<sup>a</sup>. Its casing 8 forms a reservoir 8<sup>a</sup> for oil or other pressure fluid and carries a depending hollow guide 9 slidable in a cylinder 10 extending upwardly from a bridge 11 fixed on the cross-ties 3 of the carriage base. A hollow plug 12 (fig. 2) at the end of the guide carries a packing ring giving a tight working fit between the guide and cylinder. The pump barrels 13 communicate by suitable admission ducts with the reservoir 8<sup>a</sup> and by suitable delivery ducts with the aforesaid hollow guide, said ducts being furnished with non-return valves 14 and 15 respectively. As shown the pump plungers 16 are pivotally connected to a rocker 17 fixed on a shaft 18 journaled in the pump casing 8 and in side plates 19. The shaft 18, which extends to opposite sides of the carriage,